

RED CROSS WINKED AT PROFITEERS

Speculators Aided in Freight Fraud and French Tax Evasion.

NEW YORK, July 2.—The New York American today shows how the great Red Cross engineered amazing sales of "gift" merchandise to speculators. Specific instances show:

AIDED FREIGHT FRAUDS.
Flagrant misrepresentation of ownership of goods to escape payment on freight carried by the French government.

The Red Cross required guaranties from brokers that goods bought would be sold outside of France to avoid war taxes.

However when goods were sold inside the French confines, THE RED CROSS ITSELF PROTECTED SPECULATORS FROM PAYMENT OF SPECIAL TAXES AND DUTIES.

The subjoined copy of an alleged letter indicates that the Red Cross desired guaranties that certain goods be sold outside of the French borders. It was said to have been obtained by an investigator from the files of James Stuart Burns, an Englishman, who conducted a brokerage business at No. 40 Rue Lafitte, Paris.

PROOF IN A LETTER.

It was dated May 20, 1919, and was addressed to "The American Red Cross, Hotel Regina, Paris." It reads in part:

"In regard to the goods which you have for sale, we should be pleased to make a deal with you for the total. We should commence first with the sausages, which we are prepared to take immediately at three francs eighty centimes per kilo, up to 3,000 faces, f. o. b. any point France.

"This offer is made and all the arrangements are subject to our arriving at an agreement in Paris. IT IS DISTINCTLY UNDERSTOOD THAT ALL GOODS ARE TO BE SOLD OUT OF FRANCE. We will furnish the necessary proofs as to destination."

The above purported letter, bearing the signature "James Burns," had the following postscript:

"Regarding the soft goods and hardware, we should like to handle this, and if agreeable to you we will take this matter in hand immediately we fix up the foodstuffs."

TAXES EVADED.

The significance of Red Cross willingness to relieve speculators of payment of special duties or taxes is emphasized in the following alleged letter, signed, it is claimed, by Burns and addressed to Charles Weidling, Paris. It also indicates that, despite guaranties required of purchasers, much Red Cross goods were sold right in France. The purported letter is dated June 24, 1919, and follows:

"We are in receipt of your letter of the 23d of June confirming your

purchase of eggs, apricots, prunes, etc. Regarding the question of duty, we are entirely covered by a letter from the Red Cross, and if there are any duties to be paid these will be paid by the Red Cross, and you are free from any anxiety or responsibility whatever concerning the duties."

The American has copies of alleged documents stating that sales were made to Chatham & Son from May, 25, 1919, to the latter part of July. Sausages, meats and groceries of various descriptions, amounting to 1,047,840 francs and seventy centimes, were sold and delivered in this period to James S. Burns, according to the American's papers.

NO FREIGHT PAID.
"Out of that enormous total, involving goods carried in forty-two known freight cars, the French government, investigating through its police department at Paris, reported that not one sou was paid by the Red Cross or speculators in freight tariff. The goods were handled through the same Red Cross ruse described in former articles of the American. They were declared to be "military goods and Red Cross property" until delivered to the warehouses of Chatham & Son, at Metz, Alsace-Lorraine, for which firm, it is alleged, Burns was broker. It then became the property of Chatham & Son, according to the American's documents."

Not only did the Red Cross defraud the French government in issuing orders of transport this French police charged, but the French had accorded the goods this protection of convoys, believing the merchandise to have been the actual property of the Red Cross en route to Red Cross stations for distribution in canteens or warehouses and for military purposes. Such goods also had right of way over all French railroads, day or night.

Thus, these goods, actually belonging to speculators, but traveling in the name of the Red Cross, blocked other traffic that was important to refugees returning to their homes and to government mails and business.

The American is informed through a trained investigator and eye-witness that he has seen many important trains sidetracked to permit the "Red Cross goods" to go through first.

BIG DEALS SHOWN.
A copy of an alleged receipt from Burns, dated May 30, 1919, and addressed to Chatham & Son, shows that eight carloads of sausages, amounting to 1,478 cases, 103,990 pounds, were delivered to him from St. Nazaire to Metz. These sausages sold for 5 francs and 30 centimes per kilo, making a total for this sale of 275,572 francs and 30 centimes.

Another purported receipt involving three cars, 520 cases, 32,790 pounds in all, at 6 francs and 30 centimes per kilo, or 103,288 francs, 30 centimes is now in possession of the American. Many other receipts, too numerous to specify here, were taken from the files of a broker.

Burns, according to an alleged official document, dated June 24, 1919, bought from the Red Cross and resold to M. Villette, Paris, 5,000 cases of salt pork, fat backs, hams and shoulders of pork at 3 francs, 85 centimes per kilo. Documents show that the goods actually appeared in part at least in French retail shops.

Although brokers had been required to promise that goods of that character would be "sold out of France," it was taken for granted evidently that the Red Cross would follow its rule of "protecting" purchasers from freight rates and special duties and taxes.

New Envoy Meets Harding.

Dr. Jacob Gould Schurman, newly-appointed minister to China, called upon President Harding yesterday to pay his respects. He will sail for China from San Francisco on July 30, and will make an address in San Francisco before departing.

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The other would be in the event that the Government should take over both street car systems, which, arrangement, of course, should include the power company.

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Exactly the contrary will be true. There will be less likelihood.

PRESIDENT WILL SIGN PEACE BILL ON WEEK-END VISIT
Harding to Get Measure While at Raritan, N. J., Spending Fourth.

By FRANK A. STETSON, International News Service.
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MUSICAL INSTRUCTORS
H. LEROY LEWIS,
Teacher of Voice.

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KEEP PEPCO OUT OF CAR MERGER, NEWMAN WARNS

(Continued from First Page.)

pany) has been trying vigorously to raise electric light rates IN ORDER TO HELP MAKE UP THE DEFICIT OF ITS STREET CAR LINE.

Don't be deceived for a minute by any camouflage. That's what they want that money for. They want the users of electric light to help carry the watered stock of the street car company.

Today that watered stock is practically worthless. It has no market value. Six and a half million dollars of it exists, but the people who have it can't sell it at any price.

The earning capacity of the street car company has been exhausted, and still there's no money with which to pay dividends on that watered stock, and thereby make it worth something.

That's the reason for the strenuous plea for higher electric light rates, and for merger of the light company with the power company.

Just now there's a good deal of argument for merger for the power and street car companies, accompanied by the assurance that the Public Utilities Commission could still regulate electric light rates, even after the merger.

Let's go back only a year, when the railway company specifically requested an increase in light rates and frankly stated that it was desired as one way to increase the revenues of the railway company.

Now it is proposed that the power company and street car company be merged, and YOU CAN BET YOUR SHIRT I TIS FOR THE SAME REASON.

The Washington Railway and Electric Company bought the Public Utilities Commission tooth and toenail from the very inception of the valuation of the company made by the commission. It delayed the work months by taking the commission into court. It put every legal obstacle possible in the way of valuation, and is in court today fighting the commission's findings with every resource at its command.

HISTORY BREEDS SUSPICION.
Bear that in mind when you consider the present proposal for merger of the light and street car companies. This corporation's history justifies all people in looking upon it with suspicion. In spite of protests to the contrary, it will be harder for the commission to deal with the light company if the two are merged, and the job is hard enough as it is.

All this is entirely aside from the moral and economic principle involved—the collection from the users of electricity of money with which to sustain a street car company.

The power company should stand on its own feet, producing the best possible electric service to people who want it at the best possible price.

And the street car company should stand on its own feet, doing the same thing.

The people who use electricity should pay for the electricity which they consume. They should not be called upon to pay for any other service through the same treasury, especially when the money is wanted to help carry a load of watered stock.

There are only two situations in which the merger here discussed would be justified:

One would be in the event that the two street railway systems—the Washington Railway and Electric

and the Capital Traction—should merge and then the power company be taken AFTERWARDS.

The other would be in the event that the Government should take over both street car systems, which, arrangement, of course, should include the power company.

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Fresh From Paris



IT will be a privilege of Paris to clothe herself for brilliant occasions of the coming season in velvet brocade. Among the color combinations displayed in this fabric blue figured in mustard yellow and rose figured in blue are particularly charming. The dinner gown at the left is of gold brocade in turquoise blue, and the greenish blues, by the way, are to be widely used for late summer and autumn. Velvet brocade lends itself well to the slender silhouette of this model, and an overskirt of gold tissue that forms a wide train, lengthening into a point, furthers the effect of slimness. The sleeves corsage is square cut at the front, but deeply pointed at the back, and blouses gracefully at the waistline, while the skirt front is ornamented by plaques of gold cord with tassels depending from them.

EARLY fall openings will divide honors almost equally between a slender frock must be exceedingly slender and a bouffant one outrageously bouffant. Exponents of the latter seek inspiration from varying sources—Martial at Armand, for instance, reproducing the mode of Louis XVI and of 1830! Paul Peiret, favoring the tight basque and crinoline of Louis XIV. The Spanish influence is apparent in the model at the right with its tight bodice and bouffant skirt, and, of course, the extending of the lace panels below the skirt edge is decidedly French and of the moment. Magenta taffeta makes the dress, and the lace is silver. The matching headress arranges its tassels to give the effect of long earrings.

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LENIN WILL FREE 3 LITTLE STATES IN THE CAUCASUS

Armenia, Georgia, Azerbaijan, To Be Cast Off by Soviet as Political Strategy.

By HARRY L. ROGERS, International News Service.

Nicolai Lenin and other Soviet leaders have determined to grant independence to Armenia, Azerbaijan, and Georgia, and will allow those States to set up any sort of republican government they may see fit, according to reports reaching here today.

NARROW RED FIELD.

There is also reason to believe that other considerable portions of the former Russian empire will be allowed to split off into independent states, and that the Bolshevik premier intends to withdraw with his followers into a comparatively small territory surrounding Moscow and Petrograd.

Announcement of this change in policy is contained in a speech recently delivered by the Soviet leader in Moscow, copies of which have just reached here.

Pointing out the need of Soviet Russia for buffer states similar to Latvia, Estonia, and Lithuania along its borders, Lenin intimated that Armenia, Georgia, and Azerbaijan would be of vastly more benefit to Russia if they were "independent republics" able to carry on "commercial relations with the outside world."

He congratulated those states upon the development of a commerce with the United States and Italy, and indicated that with independence this commerce could be greatly increased. The three independent Baltic states had been invaluable to Soviet Russia, he said, as go-betweens in its relations with the world, but these states were not sufficient.

HAVE VARIED INTERESTS.
The interests of the three Caucasian States were different from those of Soviet Russia, the Bolshevik leader said, and for this reason it would not be necessary for them to adopt the Soviet institutions when they became "independent republics."

Naturally, however, Soviet Russia would expect to maintain friendly relations with those States, and would doubtless benefit greatly thereby.

The Caucasian States are now dependencies of Soviet Russia, having a Soviet form of government, which is maintained by a force of Soviet troops numbering from twenty to thirty thousand. There are also some 15,000 Turkish Nationalist troops at Kara and Alexandropol, which, under the terms of the treaty signed between Soviet Russia and Turkey in March, are retained by the Turks. Erivan and Ardagan were also left under Turkish Nationalist control, but Baku went to Soviet Russia.

Before the war, this territory furnished more than 20 per cent of Russia's total output of copper and a large part of its oil production, while today both these industries have fallen practically to nothing.

As independent republics, these states could again attract foreign capital, their copper and petroleum industries would be developed, and in their prosperity they would form excellent neighbors for Soviet Russia from a commercial point of view.

Dog Bites Youth on Lip.
Attacked by an unmuzzled dog while playing near his home last night, John Sullivan, thirteen years old, 1519 Thirty-first street northwest, was bitten on the lower lip, receiving a painful injury. The wound was cauterized by a surgeon.

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30 Miles From Washington on the Frederick Pike
MEALS SERVED ALL HOURS.
Dancing Tuesday and Saturday Evenings.

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FARES—Round Trip.
ADULTS 50 Cents
CHILDREN 40 Cents
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Trains leave Terminal, 26th and M Sts. N. W., week days—8:30, 10:00, 11:00 A. M., 12:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00 P. M.
Express trains—Extra express trains leave Great Falls 10:30 P. M.
SUNDAYS—Extra trains operated on frequent schedules.

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